

Fair, colder today. Tuesday
fair; fresh west to north winds.

The Washington Times.

A WASHINGTON PAPER
FOR WASHINGTON PEOPLE.
The Price of THE TIMES is Two Cents—Do
Not Pay More to Newsboys.

Number 2833.

WASHINGTON, MONDAY, MARCH 3, 1902.

Price Two Cents.

FIELD OF BATTLE VIEWED BY PRINCE AT LOOKOUT MOUNTAIN

Ascent of the Frowning
Heights Enjoyed by the
Royal Party.

THE WELCOMES ARE ENTHUSIASTIC

Americans Go a Little Astray
on European Etiquette.

REAL KENTUCKY PRESENT

Native Vintage Presented—Music of Col-
ored Singers Enjoyed and Their
Leader Introduced—At Louisville and
Indianapolis.

INDIANAPOLIS, March 2. (On board
Prince Henry's special train.)—Under
skies that were now lowering with dark
clouds and now radiant with spring sun-
shine, Prince Henry journeyed all day
Sunday through scenes that were typical
of all that is most characteristic of the
prosperous new South. As he has been
from the time of his departure, he was
keenly interested in everything that he
saw, and he saw all that it is possible to
see from a car window.

Questions to Ask.
All day long his rapid fire battery of
questions was unintermitted and in full ac-
tion. He wanted to know what each strip
of country produced. He wanted to know
all about the manufactures and general
industries of every town of any size. His
questions about the military operations in
the historical war regions that the train
swept through were close and searching.
And with all this he was not slow in im-
parting his own impressions. He was sur-
prised at the abundance of wood, as
shown in the great number of wooden
houses along the line. He was much in-
terested in the many negro cabins, with
the throngs of "uncles" and pickaninies
that came swarming out. As for the
darkies, with their black, shining faces
and gleaming ivory, their innocent en-
thusiasm over the show and their gor-
geous Sunday finery, these products of
the South were a source of endless amuse-
ment to the prince and all who
were in his party.

Interested in Darkies.
It was a tremendous day for the darkies.
It did not matter to them what all the
reception was about. The main thing
with them was that there were great
doings of some sort going on. But the
prince's interest did not end in the natural
amusement at the oddities of their dress.
He expressed much sympathy for the
Southern negroes, as well as doubt as to
their future, and he asked many ques-
tions concerning their present condition
and the progress they were making to-
ward a higher level; in other words, while
possessing to a solitary degree the sav-
ing grace of humor, Prince Henry's mind
was in serious channels, and his main in-
terest in his journey was in the line of
acquiring information on things that are
practical and serious.

SURPRISED AND AMAZED.

Prince Henry Delighted by Reception
on the Tour.

As to the impression his reception has
made both upon the prince himself
and his suite, there is but one
thing to say, and that is that they are
both delighted and amazed at it. Aside
from all official and perfunctory expres-
sions of appreciation, Prince Henry is
having a splendid good time, and is en-
joying every moment of it.

Repeatedly during the day he had ex-
pressed himself in the warmest terms
concerning the cordiality with which he
has been everywhere greeted.

Climax at Cincinnati.

The reception at Cincinnati in particu-
lar moved him. It was the climax of a
series of ovations in Ohio, which are cal-
culated to impress the name of that State
upon the minds of everybody in the party.

But striking as was the reception in
Cincinnati for its enthusiasm, it is safe
to say that at no place where he had
been was the prince more intensely in-
terested than at Chattanooga. The fea-
ture of his visit there, of course, was
the trip up to the top of Lookout Moun-
tain and the marvelous panorama of the
great battlefield and the vast extent of
country that was spread out before him
there.

Opinion of the Field.

After hearing General Bonham's very
lucid and interesting explanation of the
operations of both armies Prince Henry
said that in all Europe there was not a
battlefield every detail of which could be
seen from a given point as could that of
Missionary Ridge and Lookout Mountain.
It was about 8 o'clock in the morning
when the train reached Chattanooga, and
it was nearly an hour later—after the re-
ception committee had come on board
and been presented to the prince—a cer-
emony which did not exceed ten minutes
—a start was made for the mountain.

Special Cars Ready.

Two special trolley cars were waiting
in front of the railway station, and these
carried the party to the foot of the in-
clined cable railway, which climbs the
steep wall of the mountain at an angle
of nearly a perpendicular pitch that men sup-
posed to be impossible. The cable cars have
been known to lie flat down on the floor
of the car rather than to look down at the
 yawning depths below and to make
and keep solemn pledge never again to
tackle that particular line of railway
again whether going up or going down.

The Ascent Enjoyed.

As for Prince Henry, who has rather
more than a trace of President Roosevelt's
fondness for experiences peppered with
a dash of possible peril, the ride up this gui-
ley wall of rock was one of the most en-
joyable of any that he had in America.
He stood on the rear platform all the
way up and the point where he was most

INCIDENTS OF THE PRINCE'S TRIP.

Prince Henry's tour yesterday included a stop at Chat-
tanooga and a visit to Lookout Mountain, where the evolu-
tions of the battle fought there were explained to the royal party by
General Boynton.

At Nashville colored singers were listened to, and the
leader, who had sung before the Kaiser, was introduced to the
prince.

Kentucky's entertainment of the prince did not depart
from the historical and traditional, and one of the State's far-
famed products was presented to the royal visitor, done up in
several original packages.

Another incident of the day was the prince's well-de-
served rebuke to annoying requests of a photographer.

WALDECK-ROUSSEAU BETTER.

Condition of the French Prime Minister
Improved.

PARIS, March 2.—The condition of M.
Waldeck-Rousseau, the Prime Minister,
who was injured Friday in a collision be-
tween a train car and his carriage, is im-
proving.

DROWNED IN THE ALABAMA.

Captain Charles A. Allen and His Broth-
er Perish.

MONTGOMERY, Ala., March 2.—Capt.
Charles A. Allen and his brother, Thomas,
were drowned this afternoon in the swol-
len floods of the Alabama River. They
were driving along the bank when their
horse became frightened at the driftwood
and backed into the water.

This closed for a time the incident of
the disappearance of the child from the
residence of Mr. Dill late Saturday after-
noon. The police do not expect Mr. Mur-

LITTLE ROLAND MURDOCK IS NOW WITH HIS MOTHER IN PHILADELPHIA

Boy Was Kidnapped on Saturday Near His Home by Woman in Black—Note Written on
Telegraph Blank and Addressed to Child's Guardian Tells Story.

A note signed by Mrs. Murdock, writ-
ten on a telegraph blank and delivered
Saturday night by a messenger boy, in-
formed Mr. George Dill, 1177 Congress
Street northwest, that Roland Murdock
had fallen into the hands of his mother,
Mrs. Florence Murdock, of Philadelphia.

This closed for a time the incident of
the disappearance of the child from the
residence of Mr. Dill late Saturday after-
noon. The police do not expect Mr. Mur-

DISCHARGED WITHOUT PAY.

Chinese Trick Causes Former Soldiers
to Revert.

PEKING, March 2.—Prince Ching says
that the rebels in Kiang-si Province are
discharged soldiers. It is understood
here that they are rebelling because they
were discharged without their arrears of
pay, which is a common trick among Chi-
nese officials.

An edict has been issued ordering the
deportation of the leaders. Prince
Ching declares that the Government has
plenty of troops to restore order.

CAMPS NOT UNHEALTHY.

Returns for the Week Show Greatly Im-
proved Conditions.

PRETORIA, March 2.—The returns for
the week ended February 21 show
there were fifty-five deaths.
Considering that there are 50,000 per-
sons of all ages and sexes, the death rate
compares favorably with those of the
healthiest English towns.

TWO BODIES FLOATED ON WATERS OF THE POTOMAC

WATERS OF POTOMAC RECEDING.

The fierce whirling waters of the Potomac have begun to
recede. All danger is now believed to have passed, and prop-
erty owners along the water front will in a day or two be en-
abled to figure up their losses.

In some places the flood has proved most damaging, while
in others, where the advice of the harbor-master was heeded,
but little loss will result.

Two dead bodies were carried down the river before the
gaze of thousands who lined the river banks to watch the wild
rush of the turbulent waters. One was whirled under the
Long Bridge and soon lost to sight, while the other was swept
down the Potomac in an open boat, which tossed and pitched
about like a bark at sea.

One Victim of Flood Car- ried Under Long Bridge.

QUICKLY WHIRLED OUT OF SIGHT

Police Unable to Furnish Any
Clue as to Their Identity.

RIVER SLOWLY RECEDING

Prompt Response by Tenants Along the
Water Front Prevented Heavy Damage
to Property—Delayed Western Trains
Reach Capital.

Two dead bodies floated down the Po-
tomac yesterday with the flood. Nothing
yet is known of their identity, nor has the
harbor master and his crew been able to
recover them. One body was seen in a
rowboat, the other came to the surface
for a fleeting view, and then sank, as it
was whirled beneath the Long Bridge by
the rushing waters.

Captain Henry Davis, of the tugboat
Camacilla, reported the body in the boat,
as he learned the story from a young man
named Taylor. The latter saw it stretch-
ed out in a bateau, floating down the
Georgetown channel, some time in the
forenoon. The boat passed under the
Long Bridge, and was carried down
stream by the torrent of water. Within
a few minutes it was lost to view.

No description of the dead can be given,
as Captain Davis reports that the face
of the man was turned downward. The
bateau was of the ordinary size, and but
a single oar was visible to Taylor.

Police Informed.

The Fourth precinct police were in-
formed about noon that a body had floated
under the bridge. The body was but
partly clothed.

Immediately on being informed, Har-
bor-master Sutton started out in the police
harbor boat, with the object of recover-
ing the remains. The boat proceeded
down the Potomac as far as James Point
lighthouse, some thirty miles, without
meeting success. At that point the river
was found to be several miles wide. The
flood had encroached to a considerable
extent on both shores.

Danger Has Passed.

The danger has now been passed. The
waters of the river hurry on to the sea,
falling at the rate of half a foot an hour.
With high tide early yesterday morning
there was a slight rise, but since about
noon, when the highest point in the flood
was reached, a steady decline in the river
was noted.

Weather Bureau reports indicate that
the flood in the Potomac is about over.
About 1 o'clock telegrams from Harper's
Ferry showed that the river had fallen at
that point to twenty-three and one-half
feet above normal from the level of twenty-
seven feet, as reported twelve hours
before. At 4 o'clock in the afternoon, a
further fall at Harper's Ferry to twenty-
one feet was reported, while a despatch
received last night at 7 o'clock stated that
the Potomac was twenty feet above its
usual level.

An Unusual Sight.

At Great Falls and at Cabin John bridge,
west of Georgetown, the river was re-
ported very high yesterday forenoon, but
a fall was soon noticed. A crowd of peo-
ple gathered at the latter place during
the day, where the full sweep of the river,
which had joined the waters of the canal,
having overflowed its banks, could be
viewed.

It was an unusual sight. Driftwood was
swept along at ten miles an hour by the
whirling river. Small boats were torn
from their fastenings here and there, and
wreckage of every description from the
upper waters came into view as the flood
swept onward.

Along the river front scenes of former
floods were renewed. Although the river
rose ten and one-quarter feet above the
normal level yesterday morning, flooding
streets, cellars, and cellars, very little
real damage was reported.

Warnings previously sent out by the
police and others had caused extra pre-
cautions to be taken by property owners,
especially persons having interests on the
river front. River men generally had se-
cured their vessels to avoid damage which
might result from the craft being swept
over the piers or wharves.

Harbor-master Busy.

Harbor-master Sutton spent the day at
his office looking after the interests of
property along the river front. He stated
last night at 9 o'clock that the water was
falling, and that it had been doing so
since 2 o'clock in the afternoon. Com-
modore Sutton does not anticipate further
rise in the river during the present flood.
He said:

"No material damage as the result of
the high water has yet come under my
notice. Wharves have been, and are yet,
under water, which has caused incon-
venience to river men, as well as to in-
terested property owners, but the warnings of
the flood sent out prevented many persons
from being taken unawares. I think the
rise is now about over."

The first Baltimore and Ohio Western
express, from Chicago, was delayed by
passing through the flooded district from the
west, arrived in this city at 6:15 o'clock
last night, after being flood-bound for
three days. This train left Chicago Wed-
nesday at 2:30 o'clock. Somewhere near
Martinsburg, W. Va., it was stopped by
the flood. The train was held up for
forty-eight hours.

Cars Flood-Bound.

Early yesterday forenoon electric cars
of the Ninth Street line, of the Metro-
politan Railway Company, were blocked
by the high water, which found its way
into the conduit on B Street, south of the
Centre Market. From Seventh Street to
Ninth Street there was a foot of water in
the conduit, and just before noon the wa-
ter rose to the top of the conduit, and
into the street.

Some delay was occasioned, but traffic
was finally renewed, horses being used
to haul the heavy cars through the water
to a point near the Pennsylvania depot,
where the current was again in use.

REPORTS OF FLOOD DAMAGE INCREASE

New York Central Railway
Badly Tied Up.

DEATH LIST GROWS STEADILY

Rivers Begin to Fall, But the
Destruction Continues.

HIGH WATERS HALT TRAINS

Passengers Removed to a Place of Safety
in Rowboats—Breaking of Log Jam
Wrecks a Bridge—Tracks Washed
Away Entirely.

ALBANY, March 2.—Not in years has
the traffic on the New York Central Rail-
road been so completely prostrated as it
is today between Hudson and Utica. The
road is compelled to use the Boston and
Albany via Chatham, between Hudson
and Albany, and the West Shore road
from Hoffman's, west of Schenectady, to
a point ten miles east of Syracuse.

For a distance of 125 miles between
Hudson and Utica the road is practically
out of commission, owing to the tre-
mendous floods which have come down
through the Mohawk Valley and the quick
melting of the big fall of snow in the
Mohawk and Hudson watersheds, added
to the heavy rains of the past few days.

All Rivers Rising.

All the rivers and creeks are surging
torrents, and lowlands are inundated.
Three or four feet of water covers the
tracks between Remondelle and Castlet-
on, and at places within fifty miles of
Utica. It will take from one to two days
to restore tracks for traffic after the wa-
ter recedes. Up to tonight the water had
receded but a foot, owing to the gorge
four miles below this city going out.

It was reported, however, that the ice
again had lodged at Snyvaunt. The
water at Albany has risen twenty feet,
which is but two feet lower than the
flood of two years ago, which was the
highest for fifty years.

The last train to leave Albany over the
Hudson River division of the Central for
New York was the 2 p. m. train, which
left here yesterday shortly after 6 o'clock.
That train got through.

Trains Try to Navigate.

The Empire State, from the West, fol-
lowed shortly afterward, but was stalled
by the ice and flood at Castleton. At
that point a half dozen trains are stalled.
The passengers were taken off in row-
boats and cared for at nearby hotels by
the railroad officials.

The Montreal express, which left New
York at 7:30 o'clock last night, was the
first train from the South to get caught
in the flood below Castleton. At Scho-
lack Landing the train, which had been
running through water on the track, be-
gan to encounter floating ice and drift-
wood. On two occasions the wheels of
the sleepers passed over timbers, but
righted themselves.

Rescued in Rowboats.

The water rose to the top of the
coaches and those who were awake be-
came quite anxious when the conductor
announced that the train could proceed
no farther.

Following the Montreal train a few
miles back, the Buffalo express, which
left New York at 8 o'clock last night, be-
came stalled at daylight. Rowboats
looked the passengers, to the number of
sixty, off the train to Castleton. They
were then driven three miles to the
Brookville Station on the Boston and Al-
bany, where a train conveyed them to
this city.

The most material damage to the com-
pany's roadbed will be between Ponda
and a few miles west of Utica. The dam-
age, however, is in two spots. Between

Whitesboro and Oriskany, a few miles
west of Utica, all four tracks of the Cen-
tral are washed out for a distance of a
mile.

This was caused by the giving way of
a State dam and the overflow of the
Oriskany Creek and the high water in the
Mohawk River. It will take a day or two
to restore traffic at this point after the
water recedes.

Tracks Washed Away.

At Schuyler Junction, a few miles east
of Utica, for several miles the Mohawk
overflows the Central tracks to a depth
of over four feet, while the outer track
on each side has been washed away for
some distance.

The Central tracks are under water at
St. Johnsville, Fort Plain, Sprakers, Pala-
tine Bridge, and Big Nose Mountain, or
for a stretch of about thirty miles.
At other points between Yosts and this
side of Utica the tracks are more or less
under water and covered with ice.

The Central trains are diverted from
that road at Hoffman's, twenty-six miles
from Albany, where a new Central bridge
spans the Mohawk, connecting it with the
West Shore. The Central train uses the
West Shore from there to Kirkville, a
few miles east of Syracuse.

There have been a couple of washouts
on the West Shore on this section, but
they were quickly repaired. The Central
road is taking care of all through pas-
senger, milk cars, and live stock trans-
port.

At South Harrisburg.

HARRISBURG, Pa., March 2.—South
Harrisburg and half of Steelton are un-
der water, more than a score of manu-
facturing establishments disabled, includ-
ing the Central Iron and Steel Works and
the entire plant of the Pennsylvania Steel
Company, all of the railroads are badly
crippled and two spans of the old Market
Street bridge carried away, is a summary
of the flood damage here.

The Susquehanna River reached its
maximum height early this morning, when
it flooded 23 feet 8 inches above low wa-
ter mark. It is now slowly receding, and at
5:30 this evening stood 23 feet 7 inches,
with prospects of another rise when the
effect of today's storm is felt.

The pier of both passenger bridges here
had been badly shattered by the ice, and
last night it was decided to close the
structures.

Old Bridge Wrecked.

The news of the breaking of the Wil-
liamsport boom was telegraphed here,
and large crowds gathered on the banks
to watch the passing of the logs. They
came in thousands shortly after midnight,
and the second pier of the old wooden
bridge over the Susquehanna crumbled
under the battering, precipitating two
long spans into the river.

These struck the iron framework of the
Cumberland Valley Railroad bridge with a
terrific crash, and the structure was bent
four inches on its piers. The traffic over
this bridge was resumed after the rails
had been straightened this morning.

Tracks Under Water.

Several feet of water cover the Penn-
sylvania Railroad tracks below the city,
and there has been no attempt to move
freight today. Passenger trains between
here and Philadelphia are run via York
and over the Wrightsville bridge. Three
piers of the old Rockville bridge are
badly damaged, and trains are run down
the west side of the river and the Cum-
berland Valley Railroad structure to the
city.

The Reading is running passenger
trains over the Lehigh Valley bridge, but
its P. H. and P. G. and G. H.
branches, as well as the C. V. R. R. be-
yond Meachamstown are out of service.

DEATH LIST GROWS.

Six More Added to Wilkenbarre's List
of Drowned.

WILKESBARRE, Pa., March 2.—All day
long the river has been rising, and is now
thirty-one feet above low water mark. A
large portion of this city is flooded, the
water stretching a raging torrent from
the first floors of the houses on River
Street for two and one-half miles to the
mountains on the other side of the val-
ley. Westmore, Fiswood, and Riverside
are all under water, but all the residents
escaped; a few stultish ones have been
rescued. The foundations of many of the
houses have been washed away, and be-
yond Meachamstown are out of service.

WERE TAKEN TO BULGARIA.

More Details of Miss Stone's Captivity
Brought to Light.

CONSTANTINOPLE, March 2.—Drago-
man Gargiulo, one of the agents who
effected the rescue of Miss Stone and
Mme. Talika from the brigands, says that
the latter called Miss Stone's baby,
which was born while its mother was in
captivity, Kismetcha, that is "Lucky
Child," saying that she brought them luck.

The following details are taken from
Miss Stone's earlier letters, and are also
from information obtained from accom-
plished of the brigands:

After their capture, September 2,
near Banko, the brigands hastened across
the line of demarcation to Gultipe, in the
Eldir district of Bulgaria. They showed
themselves openly in the neighboring vil-
lages until they were warned to be more
careful. The prisoners, however, were
kept very secluded.

When Consul Dickinson arrived at Sofia
the beginning of October he told the au-
thorities the position of the brigands,
the result being an interruption to the
rescue of the captives' release.

The brigands were forced to go to Kilo.
Miss Stone's letters tell of the fatigue
and hardships she and her companion un-
derwent, but she speaks also of the kind-
ness of the brigands. The captives never
knew their whereabouts, but were always
told they were not in Bulgaria. On No-
vember 2 spies reported the prisoners
were in a cave near Dubinitza.

At the end of November the brigands
returned to the Eldir district. The
spies were then killed by the brigands,
who circulated reports of the death of
their captives.

MILITIA UNDER ARMS

IN NORFOLK ARMORY

Trouble Feared When Cars
Are Started Today.

No Attempt Made Yesterday to Operate
Trolley Lines—Company
Holding Out.

(Special to The Washington Times.)
NORFOLK, Va., March 2.—The entire
Norfolk battalion of the Seventy-first
Infantry is under arms tonight, in anti-
cipation of any trouble tomorrow morning.
An officer of the regiment stated that the
cars would be operated tomorrow certain-
ly, no matter what happens.

Guardsmen Gather.

The National Guardsmen are gathered
at the armory, awaiting developments. It
cannot be ascertained at this hour wheth-
er the troops are under arms by order of
the Governor or upon direct application
of the sheriff. The car barns are outside
the city limits, and the police force could
not be used there.

Major Nottingham, commanding the
battalion, declined to state whether he
was acting at the request of the local au-
thorities or of the Governor.

Trouble Feared.

It is feared that tomorrow morning,
as soon as the Norfolk Railroad and Light
Company attempts to operate its cars,
there will be trouble with the striking
employees. No cars were run again today;
nor was there any attempt on the part
of the company to get them out.

The entire population waited again, and
the strike, the first since the city had a street
car system, is the prime topic of con-
versation.

Asked tonight whether the cars would
be run tomorrow or not, General Man-
ager C. Brooks Johnson replied that the
city had not been notified. He is close-
d with President R. Lancaster Williams
and other officials of the line, at the gen-
eral offices tonight, considering the mat-
ter.

No Compromise.

"Then the company has effected no com-
promise with the strikers?" was asked.
"None whatever," replied the general
manager. "They discharged themselves
and I fail to see how we can compromise
with men who are not now in our em-
ploy."

In reply to the question whether or not
the company has secured men to take the
places of the strikers Mr. Johnson sim-
ply said: "When we start the cars we
will run them."

ITALY TO CALL OUT NEW RESERVE FORCE

TO URGE SOUTHERN TRIP.

Exposition Officers Will Explain Sit-
uation to President.

A delegation of representatives of the
Charleston Exposition and of the coun-
cil of that city, headed by Mr. J. C. Hemphill,
editor of the Charleston "News and
Courier," will call at the White House
today to assure President Roosevelt that
the conservative class of citizens in South
Carolina have no sympathy with the con-
duct of Senator Tillman, or with the ac-
tion of his nephew, Lieutenant Governor
Tillman, who requested President Roose-
velt to withdraw acceptance of an invita-
tion to present a sword to Major Micah
Jenkins, an ex-Rough Rider.

They will tell him that the feeling to-
ward him in South Carolina is not bitter,
as has been represented, and will
urge him to make a trip to the exposition,
as he has promised to do, and that the
case of his son prevented his going there
on Lincoln's birthday, February 12.

The Charleston city council has formally
repudiated the act of Lieutenant
Governor Tillman.

Promise Given.

As the situation stands now, the Presi-
dent has given his promise to go to
Charleston to visit the exposition and
has declared that he has not considered
the effect of either Tillman incident upon
the trip.

No intimation that he will not go to
Charleston has been made at the White
House. On the contrary, it is there said
that the situation is just as it was be-
fore the Tillman incident.

Among Senators and Representatives the
report that several South Carolinians had
asked Senator Platt to warn the Presi-
dent against making the Southern trip is
regarded as rather absurd. In fact, it is
in the role of a protector of the Presi-
dent. The general impression has existed
since Mr. Roosevelt became Governor of New
York that Senator Platt has not been of
a protecting nature.